

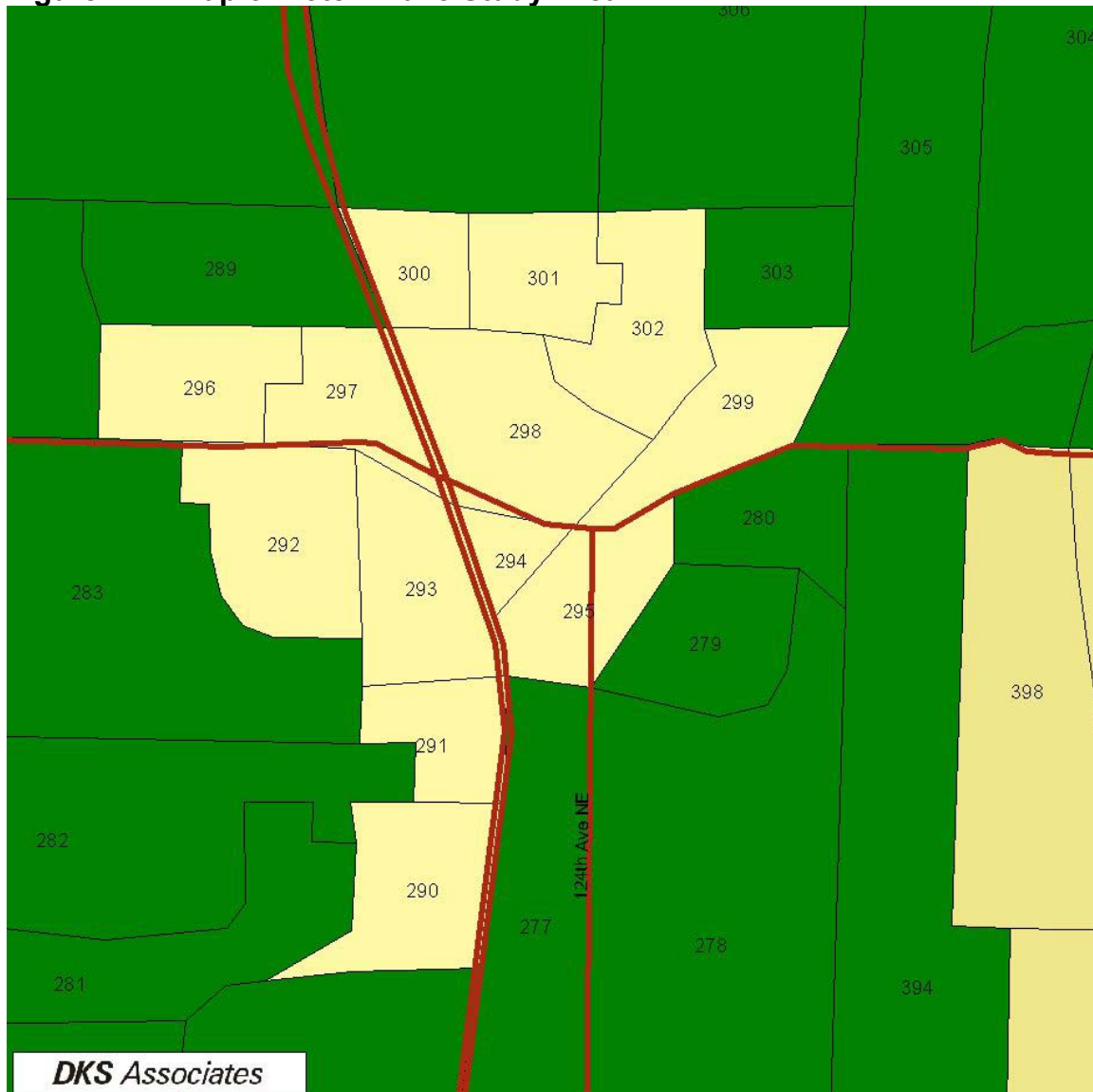
## Totem Lake Neighborhood - Kirkland

### 1.0 Setting and Physical Characteristics

#### 1.1 Location

This section summarizes the Totem Lake area in Kirkland, and the case study area boundaries are illustrated in Figure 1-1.

**Figure 1-1. Map of Totem Lake Study Area**



#### 1.2 Land Use Character and Mix

Totem Lake has been recently designated an “urban center,” and is targeted to be a community and regional center for major destination retailing. The area is also a center for health care services, automobile sales, and for high technology and small office parks.

The Totem Lake analysis area includes a wide range of land uses and types of activity centers. The Totem Lake area includes low to moderate density residential (including multi-family housing), office, retail, light industrial and institutional land uses. Two major landmarks in the area east of I-405 include a major regional retail center and the Evergreen Medical Center, which is a major employer. The Evergreen Medical Center is located in the northeast quadrant of the study area, and many smaller medical, dental, and related facilities are located near the hospital. Totem Lake Mall is also located to the east side of the freeway, at Totem Lake Boulevard. Some open space remains around a small body of water named Totem Lake, located just east of Totem Lake Blvd and 124<sup>th</sup> Ave NE.

On the west side of the freeway, retail is dominant, including grocery stores and a large Fred Meyer store, as well as smaller retail stores and restaurants. Many auto-related businesses such as dealerships and repair shops are located along NE 116<sup>th</sup> Street. Many offices and light industrial plants are located in business parks in the southwest quadrant.

### **1.3 Access to Freeways and State Facilities**

**I-405.** The I-405 corridor runs north-south through Kirkland, within 1 mile to the east of the downtown area, and continues north to west of the Totem Lake Center. An EIS was just completed for the I-405 corridor which, given additional funding, could add significant additional capacity to the freeway in the coming years.

**SR 522.** Totem Lake is about one mile south of the SR-522/405 interchange. SR-522 carries traffic east to Woodinville and Monroe, west through Kenmore, Lake Forest Park, and to Seattle. SR 520 intersects I-405 about 5 miles south of the Totem Lake area.

### **1.4 Roadway Network**

The roadway network was looked at in two ways; first at roadway classifications and secondly at traffic volumes and patterns.

Principal arterials connect Totem Lake area with other regional locations. The principal arterials are NE 124<sup>th</sup> Street, which runs east-west and provides access to I-405, Juanita, and Redmond, and 124<sup>th</sup> Ave NE, which runs north-south and provides access to Woodinville and Bothell.

Minor arterials provide connections between principal arterials and serve as key circulation routes within Kirkland. The minor arterials are NE 116<sup>th</sup> Street, Totem Lake Boulevard, 132<sup>nd</sup> Avenue NE, NE 132<sup>nd</sup> Street, and NE 120<sup>th</sup> Street.

Collectors distribute traffic from arterials to local streets. Local streets give access to individual properties and connect to collectors. The collectors are Slater Ave NE, NE 132<sup>nd</sup> St, 120<sup>th</sup> Avenue NE, NE 128<sup>th</sup> St, NE 130 St, and 116<sup>th</sup> Way.

### **1.5 Transit Service**

#### **1.5.1 Existing Transit Service**

The existing and future transit service levels are discussed in the following sections. Many of these routes just stop at the Kingsgate Park-and-Ride where transfers are available to locations in the study area.

**Route 230** services Kingsgate P&R, Totem Lake Mall, Rose Hill, 124th Ave NE, NE 85th St, Kirkland Transit Center, Lake Washington Blvd., South Kirkland P&R, Bellevue Way NE, Bellevue Transit Center, NE 8th St, Crossroads, Overlake, Microsoft, 156th Ave NE, SR-520, and the downtown Redmond P&R. This route operates seven days a week and generally has an AM peak hour headway of 30 minutes, with 15 minute peak headways between Downtown Kirkland and Bellevue.

**Route 236** services Kirkland Transit Center, Kirkland, Juanita, Totem Lake, Kingsgate, Brickyard P&R, Bothell, and the Woodinville P&R. This route operates weekdays and on Saturday with an AM peak hour 30-minute headway on weekdays.

**Route 237** services Bellevue, Houghton Freeway Station, Kingsgate Freeway Station, Brickyard P&R, and the Woodinville P&R. This route operates weekdays in the peak period, with a 50 minute headway in the AM peak hour.

**Route 238** services Kirkland Transit Center, Kirkland, Rose Hill, Lake Washington Technical College, Totem Lake, Kingsgate P&R, Finn Hill, Brickyard P&R, Bothell P&R, UW Bothell Campus, and Cascadia Community College. This route operates seven days a week, with 25 minute headways in the AM peak hour.

**Route 255** services Brickyard P&R, Kingsgate P&R, Kingsgate, Juanita, Kirkland Transit Center, Northwest College, South Kirkland P&R, Montlake, and the Downtown Seattle (tunnel). This route operates seven days a week with 10 minute headways weekday AM peak hour (downtown Kirkland) and 30 minute headways at Totem Lake.

**Route 252** services Downtown Seattle, SR-520 Freeway Stops, Kingsgate P&R, Totem Lake, and the neighborhood of Kingsgate. This route operates during the peak period, with the AM peak hour headway of 12 to 30 minutes.

**Route 257** services Downtown Seattle, SR-520 Freeway Stops, Houghton Freeway Stop, Kingsgate P&R, Brickyard P&R, and Kingsgate. The route operates on weekdays with 30 minute AM peak hour headway.

**Route 277** services Juanita, Kingsgate P&R, Rose Hill, Houghton P&R, SR-520 Freeway stops, and the UW Campus. This route operates Weekdays in the peak period with 30 minute headways.

**Route 291** services the Kingsgate P&R, N.E. 132nd St., Willows Rd. employment centers, Redmond Civic Center, Redmond P&R, and Redmond Town Center. This route operates weekdays in the peak periods with a 30 minute headway in the AM peak hour.

**Route 342** services Shoreline P&R, Aurora Village Transit Center, Lake Forest Park, Kenmore, Bothell P&R, I-405 & NE 160th St. Freeway Station, Kingsgate Freeway Station, Houghton Freeway Station, Bellevue Transit Center, South Bellevue P&R, Coal Creek Pkwy Freeway Station, Newport Hills, Kennydale, Renton Boeing, and the Renton Transit Center. This route operates weekdays only in the peak period with a 30 minute headway.

**Route CT 424** services the Snohomish P&R, Monore P&R, Kingsgate P&R, the UW Montlake freeway transit station and Downtown Seattle. The route operates three weekday AM and three PM peak period buses.

**Route ST 530** services the Everett Mall, Eastmont P&R, Ash Way P&R, Canyon Park P&R, I-405 & NE 195th St., UW Bothell Campus, Cascadia Community College, Bothell P&R, Brickyard

freeway station, Kingsgate freeway station, Houghton freeway station, and the Bellevue Transit Center. This route operates weekdays with 30 minute headways in the AM peak hour.

**Route ST 535** services the Lynnwood P&R, Alderwood Mall, Canyon Park P&R, I-405 & NE 195th St., UW Bothell Campus, Cascadia Community College, Bothell P&R, I-405 Freeway Stops, and the Bellevue Transit Center. This route operates weekdays with 30 minute headways in the AM peak hour.

**Route 935** services Northshore P&R (Kenmore), Bastyr University, Finn Hill, Juanita, Kingsgate, Evergreen Hospital, and Totem Lake. This route operates weekdays with 30 minute headways in the AM peak hour and hour service during the rest of the day. The DART bus will make slight route deviations with advance reservations.

**Route 952** is an early morning custom Boeing Company bus to/from the Everett and Kent and Auburn Plants.

Within Kirkland, major areas of employment are generally well served by transit. Peak-hour and all-day service is available to the employment centers and residents at Totem Lake. There is service to/from downtown Kirkland, NE 85<sup>th</sup> Street and the SR-520 corridor in south Kirkland; most employment centers having a direct transit connection within a quarter mile.

The Kingsgate park-and-ride, located next to I-405 at NE 132<sup>nd</sup> St serves the Totem Lake area. Eleven Metro buses and three Sound Transit Express buses use the facility, and five hundred parking spaces are available at the lot. The average utilization rate of the park-and-ride was 87 percent in 1997 and 1998. Kingsgate is the second largest and most utilized permanent park-and-ride facility in Kirkland. A transit-only driveway enters and exits on 116th Avenue NE serving a portion of the lot. The remainder of service for the park-and-ride lot is accessible via the two Kingsgate freeway stations located on the east and west sides of Interstate 405.

In addition, there are two other park-and-ride lots in the study area. The Northeast 116<sup>th</sup> park-and-ride serves four bus routes, with 24 available spaces; with an average rate of use of 42% for both 1997 and 1998. The Lake Washington Christian Church is a leased lot that provides 27 spaces; with use rate of only seven percent.

The Kingsgate park-and-ride is served by Metro 230, 237, 238, 252, 255, 277, 291, 342, 935, 952, Community Transit 424 (from Snohomish/Monroe to Seattle), and Sound Transit 530, 532, and 535 (regional all-day north-south service on I-405 to/from Bellevue and Lynnwood/ Everett). Peak-period service is provided to the UW campus, downtown Seattle, Willows Road and Bear Creek Parkway in Redmond. One Community Transit route stops at the Kingsgate park-and-ride in the peak-period. (Snohomish to downtown Seattle). One custom bus (952) provides service from Auburn, Kent, and the Renton Boeing Plant to the Everett Boeing Plant in the early morning (4-6 am) and afternoon.

The remaining Metro routes provide local connections to/from Woodinville, Bothell, Kenmore, Juanita, Redmond, and downtown Kirkland. Metro 236 also serves the Totem Lake study area with connections to Woodinville.

Approximately 1182 daily person trips occurred at the Kingsgate park-and-ride with nearly 75 percent of these trips occurring during the peak hours, which reflects the dominance of peak-only service provided at this location.

Sound Transit has plans for a new transit center to be located on the east side of I-405 on the Evergreen Hospital campus and near the Totem Lake Mall. In addition, a new HOV interchange will be constructed in Totem Lake at I-405 and NE 128<sup>th</sup> Street, just south of the Kingsgate park-and-ride lot. This will include a new overpass for general purpose traffic and a high quality east-west connection across I-405 for pedestrians and bicycles. The new transit center will operate with the direct access ramps. Both projects are scheduled to be completed by 2005.

Some High Occupancy Vehicle (HOV) priority treatments are provided in the Kirkland area, mostly on on-ramps to I-405 and on I-405 itself. These treatments increase transit reliability and reduce travel time for the transit routes, which operate on the corridors with treatments. HOV lanes are provided on the inside lanes on I-405 through the City of Kirkland in both the northbound and the southbound directions.

Ramp metering and queue bypass lanes at interchanges in Kirkland also facilitate transit service reliability and increased travel times. The queue bypasses located at the Totem Lake study area are at:

- NE 116<sup>th</sup> Street/ I-405 Interchange: southbound on-ramp
- NE 124<sup>th</sup> Street/ I-405 Interchange: southbound on-ramp

### 1.5.2 Forecast for 2030 Transit Service

The PSRC/Trans-Lake model was used to forecast the number of transit routes in the case study area for both the base and future conditions. These conditions are shown in Table 1-1 and Table 1-2.

**Table 1-1. Number of Routes**

Time Period	Year	Rail	Ferry	High Bus	Low Bus	Total
AM Peak	2000				23	<b>23</b>
	2030			8	6	<b>14</b>
Mid-Day	2000				15	<b>15</b>
	2030			7	2	<b>9</b>

**Table 1-2. Frequency of Service (buses per hour)**

Time Period	Year	Rail	Ferry	High Bus	Low Bus	Total
AM Peak	2000				33	<b>33</b>
	2030			40	11	<b>51</b>
Mid-Day	2000				22	<b>22</b>
	2030			28	5	<b>33</b>

## 1.6 Parking Supply, Availability and Price

Only a limited supply of on-street parking is available in the study area. However, a good amount of well utilized on-street parking was observed near the hospital. All parking in the Totem Lake area is free. Some lots and spaces are designated for employee, visitor and/or customer parking only.

As found in a parking inventory which was performed as part of TEEM's development, the total off-street, non-residential parking capacity in the Totem Lake study area is 11,869 spaces. The total weekday, mid-day demand was found to be 5,784 vehicles, or 49 percent. Table 1-3 provides the number of spaces for each employment classification.

Some offices appeared to be unoccupied, which affected the use rate. About 1,724 of the retail spaces are located at the Totem Lake Mall and 1,997 spaces of the “other”, including institutional, are located at the Evergreen Medical Center.

**Table 1-3. Parking Supply and Demand by Type**

	Parking Type			
	Retail	Office	Other	Total
2000 Supply	6,028	3,768	2,073	<b>11,869</b>
2000 Demand	2,139	2,021	1,624	<b>5,784</b>
2000 D/S Ratio	0.35	0.54	0.78	<b>0.49</b>
2030 Supply				<b>20,790</b>
2030 Demand				<b>10,756</b>
2030 D/S Ratio				<b>0.52</b>

When collecting parking costs, the PSRC/Trans-Lake baseline model assumes a relatively high parking cost in many parts of the region. Then, in the implementation of the model, the parking costs are lowered for many users to reflect that many users don’t pay for the full price of parking. In the implementation of TEEM, the forecast parking costs were assumed to be one-half of the baseline PSRC/Trans-Lake model to account for people whose parking costs are subsidized. The resulting parking costs are shown in Table 1-4.

**Table 1-4. Average Parking Costs from the PSRC/Trans-Lake Model**

	Parking Costs	
	2000	2030
Drive Alone	\$0.00	\$1.34
Carpool	\$0.00	\$0.67
Vanpool	\$0.00	\$0.00

## **1.7 Pedestrian and Bicycle Facilities**

As discussed in the Totem Lake Neighborhood Plan<sup>1</sup>, the non-motorized transportation system is not well established in Totem Lake, with some areas missing pedestrian facilities entirely. In addition, there are inadequate east-west crossings across I-405.

There are bike lanes just outside the Totem Lake study area boundaries. Adjacent to the Totem Lake area, one Class II lane begins at the edge of the area but does not extend through Totem Lake’s commercial area on NE 124<sup>th</sup> St. The other one travels along the north edge of the study area.

NE 116<sup>th</sup> Street has a marked bike lane from Juanita Beach Park to the Burlington Northern Railroad tracks. NE 132<sup>nd</sup> Street has a bike lane from 100<sup>th</sup> Avenue NE to 132<sup>nd</sup> Ave NE. On 124<sup>th</sup> Ave NE, bike lanes are marked from near NE 124<sup>th</sup> St south to NE 85<sup>th</sup> Street.

The City of Kirkland adopted a Non-Motorized Transportation Plan in 2001. It established a long-term future vision of Kirkland regarding pedestrian and bicycle circulation and identified general actions that the city should undertake to provide for a more comprehensive non-motorized system.

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<sup>1</sup> *Totem Lake Neighborhood Plan*, City of Kirkland, January 2002

Plans include a pedestrian/bicycle overpass at NE 128<sup>th</sup> over I-405 as part of the Sound Transit direct access facility and additional bike facilities in the Totem Lake commercial area.

## **2.0 Population and Employment Characteristics**

Population and employment data for the Totem Lake area are discussed below.

### **2.1 Population**

The population of the Totem Lake area is expected to increase by 1600 people over the next thirty years. (See Table 2-1).

**Table 2-1. Background Model Information**

	2000	2030
Size (sq. miles)	1.17	
Population	4,394	6,064

### **2.2 Employment**

Over the next thirty years employment is expected to increase by 10,000 employees, nearly doubling the current base. More than 7,000 of the new jobs will be in the office sector, and retail employment will gain about 2,000 jobs, as shown in Table 2-2 and Table 2-3.

**Table 2-2. Employment by Type**

	Model Employment	
	2000	2030
Retail	2,436	4,607
Office	4,288	11,470
Other	3,231	3,243
<b>Total</b>	<b>9,955</b>	<b>19,321</b>

**Table 2-3. Employee Data by Size of Employer**

	Number of Employees				Grand Total
	0-49	50-99	100-499	500+	
2000	4,035	1,902	4,018	0	9,955
2030	7,831	3,691	7,798	0	19,321

### **2.3 Characteristics by Transportation Analysis Zone (TAZ)**

Table 2-4 lists the transit level of service definitions that were used for each TAZ, while Table-2-5 illustrates the changes in land use characteristics that are expected for each TAZ in the Totem Lake Area. In every zone, the transit level of service and the density either stays the same or improves. Table 2-6 gives the population, employment and trips by local area TAZ for the Totem Lake area. The summary of these characteristics was described in earlier sections. In general, the area expects to see limited population growth and a doubling of employment. Table 2-7 shows that in the future most of the population and employment will be in zones that are better serviced by transit.

**Table 2-4. Transit Level of Service Definitions**

Transit Service	Definition
High 1	At least one (1) rail route or five (5) or more high frequency routes
High 2	Four (4) high frequency routes or at least fifteen (15) total routes
Medium 1	Three (3) high frequency routes or at least ten (10) total routes
Medium 2	Two (2) high frequency routes or at least five (5) total routes
Low 1	At least two (2) total routes
Low 2	Less than two (2) total routes

**Table 2-5. Land Use Characterizations**

TAZ	Transit Service		Mixed-Use		Density	
	2000	2030	2000	2030	2000	2030
290	Medium 2	Medium 1	Low	Low	Low	Low
291	Medium 2	High 1	Medium	Medium	Medium	High
292	Medium 2	High 2	Medium	High	High	High
293	Medium 1	High 1	Medium	Medium	Low	Medium
294	Medium 1	High 1	Medium	Medium	Low	Medium
295	Medium 1	High 1	High	High	Low	Medium
296	Medium 1	Medium 1	Medium	Medium	Low	Low
297	High 2	High 1	Medium	Medium	Low	Medium
298	Medium 1	High 1	High	Medium	Low	Medium
299	Medium 1	High 1	High	High	Low	Medium
300	High 2	High 1	High	Low	Medium	High
301	High 2	High 1	High	Low	Low	High
302	Medium 1	High 1	High	Medium	Low	Low

**Table 2-6. Population, Employment and Trips**

TAZ	Area sq. miles	Population and Employment						Home Based Work Person Trips			
		Population		Retail Employment		Other Employment		Productions		Attractions	
		2000	2030	2000	2030	2000	2030	2000	2030	2000	2030
290	0.110	46	20	0	0	954	623	52	15	1,153	783
291	0.064	0	0	69	219	712	1,435	0	0	945	2,360
292	0.127	425	507	22	52	2,933	2,848	329	402	3,316	3,192
293	0.108	0	7	442	1,509	480	540	0	6	1,113	2,594
294	0.026	0	648	231	145	0	0	0	462	352	303
295	0.087	0	82	557	1,121	282	123	0	59	1,185	1,567
296	0.094	1,178	1,453	0	0	0	0	918	1,278	87	118
297	0.079	0	0	314	624	192	278	0	0	614	1,159
298	0.137	71	188	645	720	102	570	45	187	991	1,653
299	0.099	8	259	155	218	797	679	5	201	1,154	1,272
300	0.055	509	647	0	0	734	5,465	320	644	1,082	6,105
301	0.073	509	349	0	0	334	2,151	320	347	2,915	3,106
302	0.106	1,648	1,904	0	0	0	0	1,037	1,893	254	178



**Table 2-7. Population Employment by Transit Service**

		Transit Service Level						Total
		High 1	High 2	Medium 1	Medium 2	Low 1	Low 2	
Transit Service	2000 Base	0	3	7	3	0	0	13
	2030 Base	10	1	2	0	0	0	13
Population	2000 Base	0	1,018	2,906	471	0	0	4,394
	2030 Base	4,084	507	1,473	0	0	0	6,064
Total Employment	2000 Base	0	1,574	3,692	4,689	0	0	9,955
	2030 Base	15,798	2,899	623	0	0	0	19,321

### 3.0 Travel Behavior Inventory

The section describes information that was taken from either the Totem Lake Neighborhood Plan or the PSRC/Trans-lake Model.

PM peak hour volumes on the arterials and collectors in the Totem Lake area are as follows: On 124<sup>th</sup> Ave NE, a major north/south roadway between NE 116<sup>th</sup> Ave and NE 124<sup>th</sup> Ave NE, 1209 northbound trips and 917 southbound. On NE 124<sup>th</sup> Street, an east-west principal, between 124<sup>th</sup> Ave NE and 132<sup>nd</sup> Ave NE east of I-405 – there are 1188 eastbound trips and 1738 westbound. West of I-405 on NE 124<sup>th</sup> St, the section west of 116<sup>th</sup> Ave NE carries 978 eastbound trips and 1,910 westbound during the PM peak hour.

In comparison to the other subarea the northeast subarea has experienced the most significant increases in traffic over the last six years. Screenline analysis show that, with the exception of one location, ADT has consistently increased at both the north/south and east/west directions of travel between 1992 and 1997

#### 3.1 Person and Vehicle Trips

Existing trip generation is 106,624 daily person trips. Totem Lake generates about one third of the total trips within Kirkland. About 8 percent of Totem Lake trips stay within Totem Lake (vs. 17 percent for the city as a whole). About 57 percent of Totem Lake trips go to areas outside of Kirkland and its planning area. Slightly more trips leave Totem Lake than arrive (57%/43%). The person and vehicle trips for study area employees and residents are illustrated in Table 3-1 (from the PSRC/Trans-Lake model). The area is expected to see more than 10,000 additional daily employee trips; the number of vehicle trips will increase 8,000.

**Table 3-1. Commute Trips**

	Person Trips		Vehicle Trips	
	2000	2030	2000	2030
Study Area Employee	15,161	24,390	13,347	19,654
Employed Residents	3,025	5,493	2,482	3,854

#### 3.2 Vehicle Miles Traveled

The vehicle miles traveled to work in Totem Lake by employees is illustrated in Table 3-2. Carpool users traveled farther than the other modes; this is different than the VMT patterns in most of the other case studies where vanpools travel the furthest.

**Table 3-2. Average Vehicle Miles Traveled by Mode**

Mode	Vehicle Miles Traveled to Work
Drive Alone	15
Carpool	21
Vanpool	18
Transit	14
Non-Motorized	0

### **3.3 SR 520 Corridor Trips**

About 1.7 percent of the PM Peak vehicle trips to and from Totem Lake cross the SR 520 bridge. As shown in Table 3-3, both a higher percentage and a higher number of vehicle trips entering Totem Lake use the bridge. Totem Lake trips comprise 3.4 percent of total bridge traffic during the PM peak period.

**Table 3-3. Study Area Vehicle Trips Related to SR 520 Corridor**

	From the Study Area	To the Study Area	Total Trips
PM Peak Trips	69,910	11,823	81,734
Study Area Trips Crossing SR 520 Bridge	583	817	1,399
Percent of Case Study Trips Crossing SR 520 Bridge	0.8%	6.9%	1.7%

### **3.4 Average Vehicle Occupancy for Commute Trips**

The average vehicle occupancy for vehicle trips is shown in Table 3-4.

**Table 3-4. People per Vehicle**

	Average Number of People
Drive Alone	1.00
Carpool	2.08
Vanpool	8.76

### **3.5 Historical CTR Mode Shares by Year**

Carpooling has been the most commonly used mode by employees, ranging from 14 to 18 percent. The drive-alone percentage has decreased slightly over the past 8 years as shown in Table 3-5.

**Table 3-5. Mode Share for CTR Employers**

	Number of Employers	Mode Choice					
		Drive Alone	Carpool	Vanpool	Transit	Non-Motorized	Other
1993	4	82%	14%	0%	1%	3%	1%
1995	5	79%	18%	0%	1%	2%	0%
1997	7	73%	18%	1%	5%	2%	1%
1999	9	79%	15%	0%	4%	2%	0%
2001	4	75%	17%	2%	2%	3%	1%

## 4.0 History with TDM and Land Use Strategies

The Totem Lake Neighborhood Plan adopted in 2002 calls for changes to zoning in Totem Lake, including design review and regulations to encourage a pedestrian and transit-friendly street environment.

Table 4-1 lists the TMP's located in Kirkland. Table 4-2 shows the percent of Totem Lake employers who stated that they either did or did not offer a specific TDM program as reported in the Washington State CTR Database.

**Table 4-1. List of all TMPs in the City of Kirkland (including Totem Lake and Downtown)**

TMP Site Name
Carillon Point
Central Way Plaza
Continental Plaza Building
Crown Pointe Corporate Center
Emerald Building
Evergreen Hospital Medical Center
Forbes Lake Corporate Center
Gateway Plaza
Kirkland 118 Commerce Center
Kirkland 405 Corporate Center
Kirkland Avenue Office Park
Kirkland Way Building
Kirkland Technology Center
Lake Washington Technical College
Lakeshore Clinic
Lakeview Office Building
Linbrook Office Center
Northwest College
Park Place
The Plaza at Yarrow Bay
Touchstone Office Building
Virginia Mason Clinic East
Westwater Project
Yarrow Shores Office Building

Note: Shading indicates sites not yet completed.

**Table 4-2. Percentage of CTR Employers Who Offer a Program**

		Year			
		1995	1997	1999	2001
CWW Program	Yes	40%	83%	50%	50%
	No	60%	17%	50%	50%
Telecommuting	Yes	0%	83%	50%	50%
	No	100%	17%	50%	50%
Flex Time	Yes	40%	67%	50%	60%
	No	60%	33%	50%	40%
Guaranteed Ride Home	Yes	80%	100%	50%	60%
	No	20%	0%	50%	40%
Ridematching Services	Yes	40%	83%	50%	70%
	No	60%	17%	50%	30%
Shuttle Service	Yes	0%	0%	0%	0%
	No	100%	100%	100%	100%
Bike Subsidy	Yes	60%	0%	50%	70%
	No	40%	100%	50%	30%
Walking Subsidy	Yes	40%	50%	50%	70%
	No	60%	50%	50%	30%
Carpool Subsidy	Yes	60%	50%	50%	70%
	No	40%	50%	50%	30%
Vanpool Subsidy	Yes	40%	83%	40%	50%
	No	60%	17%	60%	50%
Transit Subsidy	Yes	60%	67%	70%	70%
	No	40%	33%	30%	30%
Ferry Subsidy	Yes	0%	17%	0%	10%
	No	100%	83%	100%	90%
Gen. Transportation Allowance	Yes	0%	0%	0%	0%
	No	100%	100%	100%	100%
Clothes Locker	Yes	60%	100%	80%	90%
	No	40%	0%	20%	10%
Uncovered Bicycle Parking	Yes	60%	83%	50%	0%
	No	40%	17%	50%	100%
Covered Bicycle Parking	Yes	40%	50%	60%	50%
	No	60%	50%	40%	50%
Passenger Loading Area	Yes	20%	50%	30%	0%
	No	80%	50%	70%	100%
Shower Facilities	Yes	60%	100%	70%	80%
	No	40%	0%	30%	20%